

TOPIC Grossenhain Airfield

25X1

25X1

DATE OF CONTENT 28 August to 26 September 1952

DATE PREPARED 6 November 1952

25X1

PAGES 3 ENCLOSURES (NO. &amp; TYPE) 1 - sketch on ditto

REMARKS

25X1

1. The following observations were made at Grossenhain airfield between 28 August and 26 September 1952:

28 August. Two type-29 type jet fighters were parked in front of the hangars at the field.

5 September. There was air activity. [redacted] Six railroad tank cars stood on the four tracks.

9 September. At 12:30 p.m., no air activity was observed. It was raining.

11 September. A MiG-15 plane [redacted] was observed at the field.

24 and 26 September. Forty to 50 flatcars loaded with one aircraft crate each were observed. The crates were about as long as the flatcars. On 26 September, 27 MiG-15 and type-29 planes were observed at the field.<sup>2</sup>

2. 1 September. Between 1 and 3 p.m., there was air activity by MiG-15s. Seven take-offs and landings were made. When the planes were airborne, they zoomed so that they had an altitude of about 200 meters over the end of the runway. Individual local flights were made at an altitude of about 700 meters, each flight lasting about 15 minutes. Sixteen swept-back jet fighters were counted at the field.
- 2 September. Between 11 a.m. and 3:30 p.m., take-offs and landings were made by 11 swept-back jet fighters without auxiliary fuel tanks. The planes circled over the field for a short time.
- 3 September. Between 10:30 a.m. and 6 p.m., 24 take-offs and landings were observed. The planes individually circled over the field. Night flying was performed between 7 and 9 p.m. The obstacle lights at the field and in its vicinity were not switched on. Only the runway lights were on. At the take-offs and landings, a searchlight was in operation. The searchlight was turned off as soon as the plane was airborne or had rolled to a stop. The planes flew with set position lights.
- 4 September. Between 8:30 and 11 a.m., there was air activity by swept-back jet fighters and two-seater conventional planes. After the landing, the latter aircraft were pushed into the third hangar from the east. At 6 p.m., 19 MiG-15s were counted at the field.
- 5 September. Between 10:45 a.m. and 4 p.m., there was air activity by 11 swept-back jet fighters which headed northwest flying individually. The planes landed after about 20 minutes.
- 6 September. Three individual MiG-15s were observed between 1 and 3 p.m.
- 7 September. No air activity was observed.
- 8 September. A swept-back jet fighter took off at 3 p.m., circled once over the field within 4 minutes and then landed. No further take-offs and landings were made throughout the day. There were intermittent rain showers.

25X1

CLASSIFICATION ~~SECRET~~

REFERENCE COPY

DO NOT CIRCULATE

25X1

SECRET

25X1

9 September. Between 11 a.m. and 2 p.m., 13 take-offs and landings were observed.  
 10 September. There was air activity between 7:45 and 9 p.m. Thirty-five take-offs and landings by jet fighters were observed. The take-offs and flights were made individually and in elements of two, the distance between the two planes being about 100 meters. The runway lights were switched on as on 3 September.  
 11 September. Shortly after 7 p.m., 10 swept-back jet fighters were being towed out of the hangars west of Grossenhain-Elsterwerda road. The first planes took off individually and remained aloft for about 5 minutes. Meanwhile, it grew dark so that the total number of planes involved in flying could not be observed. Between 8 and 11 p.m., about 60 take-offs and landings were counted. Take-offs were repeatedly made in elements of two, usually two elements in rapid succession. The four planes assembled and flew in one formation. The planes headed toward Koenigsbrueck where six searchlights beamed their light straight upward. The formation landed within about 6 minutes. As soon as the first plane had taxied to a stop the next plane touched ground.<sup>4</sup>  
 12 September. A biplane took off at 4 p.m. and landed at 4:30 p.m.

3. On 6 September, 15 soldiers were given infantry training in front of the AA gun emplacements. The AA guns had an estimated caliber of 40 mm. Only the gun barrels projected beyond the edge of the gun positions.<sup>5</sup>
4. During air activity, a radio truck with a rod antenna at the right rear corner of its box-like superstructure was observed east of the southern end of the northeast-southwest runway. The rod antenna was not braced. A low wooden building was next to the radio truck. A small truck was usually observed beside the wooden building. Sedan [redacted] occupied by air force officers was repeatedly observed moving from the field to the town and back again.
5. 10 September. Between 7 and 9 p.m., flights were made in formations of 2 and about 5 planes.  
 11 September. Between 11:30 a.m. and 10 p.m., there was air activity. The planes took off and flew individually and in elements of two. They remained aloft for up to 25 minutes. In the evening, it was reportedly observed that a MiG-15 plane flew in the beam of three searchlights for up to 2 minutes. The noise of aircraft engines was heard until midnight.<sup>6</sup>  
 12 September. Bus [redacted] occupied by air force soldiers, moved toward the town.  
 13 September. No air activity was observed. New AA gun emplacements were identified at the field.  
 15 September. There was night flying by MiG-15s between 7:30 and 10 p.m. while searchlights were in operation. The planes remained aloft for about 20 minutes.  
 16 September. Between 1 and 3 p.m., individual take-offs were made by swept-back jet fighters. At 7 p.m., a searchlight was in operation, but no night flying was observed.  
 17 September. Searchlights were in operation between 7:30 and 10:30 p.m. although no air activity was observed.  
 18 September. There was no air activity.  
 19 September. Between 3 and 4:10 p.m., individual MiG-15s took off at intervals of about 10 minutes.

1. [redacted] Comment. A train of 40 to 50 flatcars loaded with aircraft crates has not been reported by transportation sources. It is believed that the crates were being returned to the U.S.S.R. Such shipments were previously reported leaving other airfields.

Grossenhain airfield is still believed to be occupied by two fighter regiments and the headquarters of a fighter division. Most of the aircraft are parked in the hangars.

SECRET

25X1

25X1

SECRET/

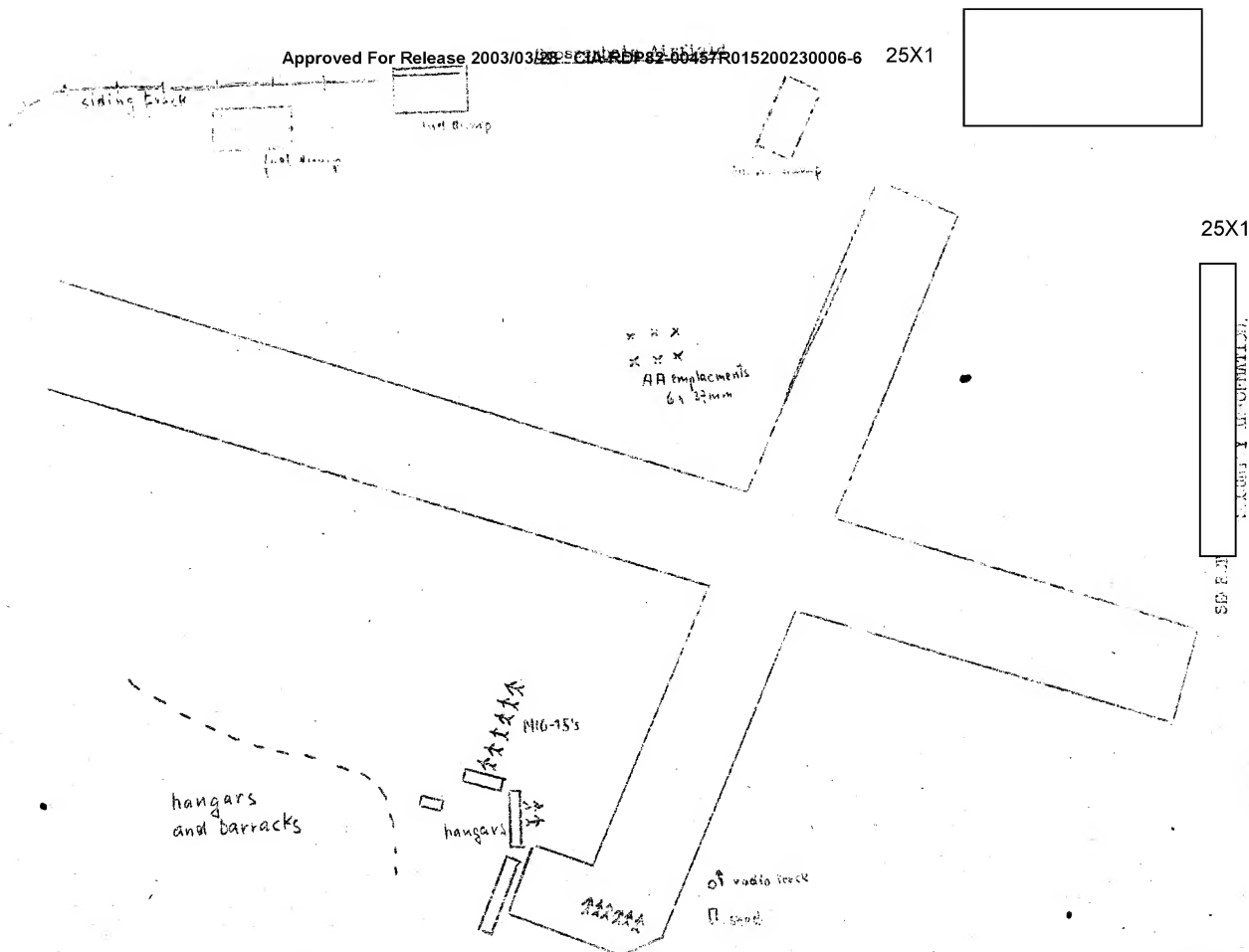
25X1

- 3 -

- 25X1 3. [ ] Comment. It was also observed at other airfields that the obstacle lights were seldom turned on during night flying. Probably, the pilots are not accustomed to wartime conditions and have to practice night flying only with a few airfield lights being switched on.
- 25X1 4. [ ] Comment. Previously, night flying was conducted only by individual planes. The present report, however, indicates that night flying was practiced in formations of up to five planes which indicates progress in training by the fighter regiments stationed in Grossenhain. The searchlight, located in the direction of Koenigsbrueck, probably serves as a control point for those pilots who have little experience in night flying.
- 25X1 5. [ ] Comment. For location of AA gun emplacements, see Annex.
- 25X1 6. [ ] Comment. Practice flights in the beam of searchlights is reported for the first time from Grossenhain airfield. This type of flight, which probably is a part of a training program, was previously observed at other airfields.

25X1

SECRET/



25X1

25X1